



HUMBOLDT COUNTY ASSOCIATION OF GOVERNMENTS
Regional Transportation Planning Agency
Humboldt County Local Transportation Authority
Service Authority for Freeway Emergencies
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AGENDA ITEM 6a
TAC Meeting
April 4, 2024

DATE: March 28, 2024
TO: Technical Advisory Committee (TAC)
FROM: Beth Burks, Executive Director
SUBJECT: **Carbon Reduction Program**

STAFF REPORT

Contents:

- Staff's Recommended Action
- Staff Summary
- Carbon Reduction Program Eligible Project List

Staff's Recommended Action:

1. Introduce the item as an action item;
2. Allow staff to present the item;
3. Receive public comment;
4. Discuss item and consider making the motion:
"The TAC recommends the HCAOG Board authorize the Executive Director to complete Carbon Reduction Program fund requests in an amount up to \$300,00 for the Humboldt County Zero Emission Fleet Transition and Electric Vehicle Action Plan Project and make other funds available as discussed by the TAC."

Staff Summary:

The TAC received reports in August and September 2023 regarding the Carbon Reduction Program (CRP), a program created by the Infrastructure Investment and Jobs Act (IIJA). The purpose of the CRP is to provide federal funding to projects that decrease transportation emissions, which are defined as the carbon dioxide (CO₂) emissions that result from on-road, highway sources.

IIJA requires Caltrans to develop a Carbon Reduction Strategy to outline how California will spend its CRP dollars on reducing transportation carbon emissions. California's draft Carbon Reduction Strategy focuses on "Three Pillars": zero-emission vehicles (ZEV) and infrastructure, active

transportation, and rail and transit. All CRP funds must be spent in support of the Three Pillars. A full list of allowable projects is attached.

TAC Projects

The TAC indicated interest in funding a regional zero-emission fleet transition plan with CRP funds and directed staff to return with a scope of work and cost estimate.

The study would focus on the ZEV fleet transition and fueling needs for the County and city fleets, and potentially the involvement of an additional agencies (such as Caltrans and National Forest Service) if successful in recruiting their participation. The Plan would identify a path toward installing adequate EV charging infrastructure across the region to support the fleet transition in compliance with the California Air Resources Board Advanced Clean Fleet regulations.

The Redwood Coast Energy Authority (RCEA) and Caltrans District 1 have expressed interest in participating as project stakeholders. Associate Planner Stevie Luther contacted federal and state land agencies to gauge interest in collaboration to inform the scope. Representatives at the Six Rivers National Forest, Bureau of Land Management, USFWS, California Department of Fish and Wildlife, and Cal Fire were contacted, but no responses were received.

To get an idea of scope and cost HCAOG staff reviewed similar studies that have been proposed and awarded recently through the Caltrans Sustainable Transportation Planning Grants. Project costs ranged from \$227,611 to about \$295,000. One project was the Yolo County Zero Emission Vehicle Action Plan, with a grant award of \$263,800 (not including the 11.87% local match). The project included community engagement, assessment of electrical grid capacity, and development of public vehicle fleet transition plans for Yolo County and three public entities in the County. Similarly, the Inyo County Electric Vehicle Charging Infrastructure Network Plan is in development with a total project cost of \$227,611.

A researcher at Cal Poly Humboldt is currently contracted to complete a hydrogen fueling site analysis for Humboldt County, and those results can be incorporated into a fleet transition study.

Available Funding and Deadlines

California receives annual apportionments of CRP over five years. The apportionments are split, with 65% as Local CRP and 35% as State CRP. Cycles 1 and 2 are available now. The remaining 3 cycles are projected to be the same amount as Cycle 2.

Eligible recipients include the Cities, County, Federally Recognized Tribes, and HCAOG.

Local Fund Apportionment Per Cycle

Cycle 1 (2022)	Cycle 2 (2023)	Total Cycle 1&2	Projected Cycle 3 (2024)	Projected Cycle 4 (2025)	Projected Cycle 5 (2026)	Total 5- year projection
\$247,068	\$252,009	\$499,077	\$252,009	\$252,009	\$252,009	\$1,255,104

The CRP funds are available three FFYs after the FFY of the CRP programming cycle. Any amounts not unobligated at the end of this period shall lapse.

Project Deadlines – Per Project Appropriation Year

Federal Fiscal Year	2022	2023	2024	2025	2026
Obligation (E76) Deadline	09/30/2025	9/30/2026	TBD	TBD	TBD
Expenditure Deadline	9/30/2030	9/30/2031	TBD	TBD	TBD

There is a match requirement. For most projects it will be a 11.47% local match but could be up to 20% depending on the project. This match must be cash, it cannot be in kind contributions. HCAOG will work with Caltrans to determine the exact match for specific projects. HCOAG has set aside \$25,000 for regional project match in the FY 2024-25 Overall Work Program.

Project Selection

Caltrans requires RTPAs to have a written Project Selection Strategy. The strategy is not prescriptive. It can be tailored to the needs of each region so long as it explains how the selected project(s) advance the Three Pillars and is consistent with the Regional Transportation Plan.

Staff are seeking a recommendation from the TAC to 1) recommend a strategy of first proceeding with a regional project, specifically requesting CRP funds for the Regional ZEV Fleet Transition Plan, and 2) discuss a strategy for allocating the remaining funds.